

Stacking hay in Heber, Utah. Farmers in the valley used this method to build their hay stacks until the early 1910's.

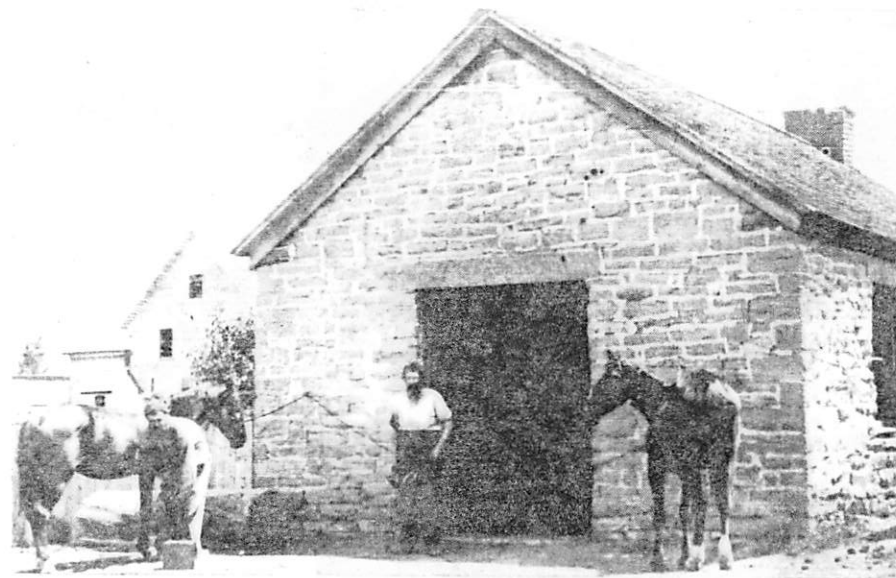
As the agricultural economy of Heber developed, the related trade of blacksmith work also became very necessary. Tools and equipment needed to be repaired, wagon wheels and hubs needed fixing and horses and oxen could serve much better if they were shod with metal shoes.

### BLACKSMITHS

John Davison was the first blacksmith in Heber, and had a shop in the old fort, north of the John Witt residence. All his tools were made from scraps of iron that he picked up from different places. Another early blacksmith was George Giles, a convert to the Church from England. He served as an apprentice in England for seven years before coming to the United States and settling in Heber. He built a home and log blacksmith shop on 3rd North just west of Main Street. Mr. Giles brought his forge, anvil and hammer with him from England.

Iron was scarce, and blacksmiths had to use their ingenuity to make every piece count. Old horseshoes had to be re-made into new ones, and the scythes used to harvest grain were salvaged to be used for horse shoe nails. There were no pincers to pinch off the ends of the horse shoe nails, but blacksmiths such as Mr. Giles developed a knack of doing this with their hammers.

Early blacksmiths had no drills or hack saws, and so had to do all their work with the forge. The iron was heated and holes were punched in it or chisels were used to cut it. To make bolts, the hot iron was



Daniel McMillan, shown here in the entrance of his shop, was one of Heber's early blacksmiths.

forced through dies. Other dies were also used for cutting threads in the bolts.

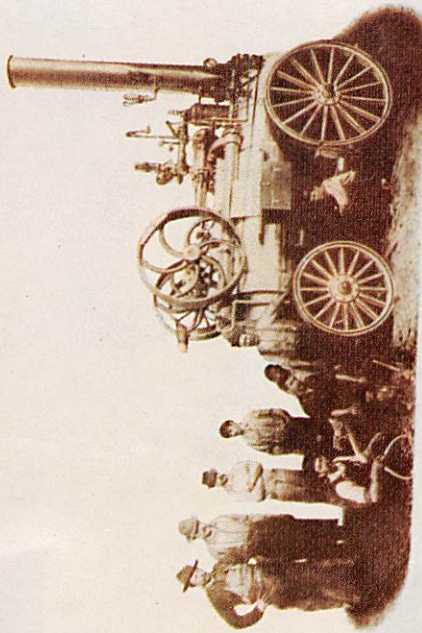
Shoes for oxen were made in eight pieces, with two for each hoof. They were long and narrow at the back and wide and flat at the front. They were fastened around the outside and the front by nails.

Shoeing an oxen was quite an ordeal for the blacksmiths. They used a frame which was fastened to the oxen. A rope was placed around the animal's neck and the head was tied securely. A strap on the frame was then placed under the animal's belly lengthwise. Ropes at each end of the frame ran through pulleys and onto a pole which was used to wind up the rope and lift the oxen off his feet. The legs were tied before the shoeing began.

This kind of treatment was rugged for the oxen as well, and when they were set free they were so wild that they usually would run in all directions and froth at the mouth with fright.

Another early blacksmith in Heber was Daniel McMillan, who worked at the trade all his life. It was said of Mr. McMillan that he could fix, make or mend anything brought to him. Later, William D. Johnston owned the McMillan shop, and successfully operated it for more than 50 years. The shop was on Main Street and in a spot where hundreds of school children passed it everyday. Mr. Johnston enjoyed the youngsters, and delighted in their expressions as they watched the flaming forge, the flying sparks and the roaring bellows.

Still other blacksmiths in Heber were Andrew Mair, Sr., and his



From the beginning, no problem has been too tough for Union Oil's people. In 1896, when these men couldn't find the kind of steam engine they needed, they built one from scratch.

#### U T A H W E S T E R N R A I L R O A D

(The) was a line which operated between Salt Lake City and Tooele Valley. The Utah Western Railroad Company was incorporated under the general laws of the territory of Utah, June 15, 1874. Heber P. Kimball was general superintendent and manager of the line, which was opened for traffic from Salt Lake City to Black Rock, a pleasure resort on the shore of the Great Salt Lake, Jan. 10, 1875. For a few years a number of passengers and a considerable amount of freight was conveyed on the line from Salt Lake City to Chambers Station, at the foot of the Oquirrh Mountains, where it connected with stage lines to Tooele, Stockton, Ophir and Dry Canyon. Pres. Brigham Young became president of the company July 21, 1877, but his

*Encyclopedic Hist. - Jensen p 908*

UTAHN—V

death occurred a month later. On April 30, 1881, the property was transferred to the Utah and Nevada Railroad.

**UTAH AND NORTHERN RAILROAD** (The) was a continuation of the Utah Northern Railroad under new management. The Utah and Northern Railroad Company having secured the property of the Utah Northern Railroad by purchase, the new company was incorporated under the laws of the territory of Utah April 30, 1878. The main line extended from Ogden, Utah, northward through Utah and Idaho territories and through Silver Bow to Garrison, Montana, a total distance of 466 miles. The railroad also included a branch line of five miles from Brigham City to Corinne, Utah.

That part of the main line running from Ogden, Utah, to Franklin, Idaho, was constructed by the Utah Northern Railroad Company which sold out to the Utah and Northern Railroad Company in 1878. Construction was completed to Pocatello, Idaho, in August, 1878; to Blackfoot, Idaho, in December, 1878; to Camas, Idaho, in 1879; to Red Rock and Dillon, Montana, in 1880; to Silver Bow June

*Encyc Hist - Jensen p 904*

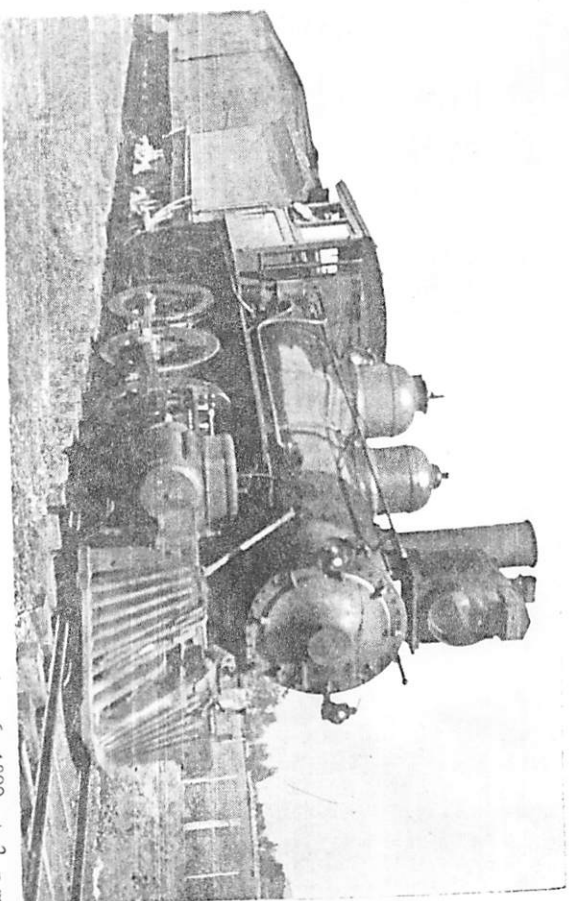
tion and Butte, Montana, in 1881, and to Garrison, Montana, in 1884. The Utah and Northern Railroad was consolidated with the Oregon Short Line Railroad July 27, 1889.

**UTAH CENTRAL RAILROAD** was originally a line running from Ogden to Salt Lake City, Utah, connecting the Union Pacific Railroad with the capital of the territory of Utah.

When construction of the transcontinental railroad was commenced in 1866, it was expected that Salt Lake City would be one of the most important stations on the road, but the U. S. survey for the line ran 36 miles further north, through Ogden, which became the railroad center of the Rocky Mountain region. Realizing the importance of connecting Salt Lake City with the railroad, Pres. Brigham Young undertook to construct a branch line for this purpose and at a meeting held in Salt Lake City March 8, 1869, the Utah Central Railroad Company was incorporated with Brigham Young as president; Wm. Jennings, vice-president; Jesse W. Fox, chief engineer; John W. Young, secretary, and Daniel H. Wells, treasurer. Track laying was commenced at Ogden Sept. 22, 1869, and the line completed to Salt Lake City (36 miles) Jan. 10, 1870.

To this line in 1881 was added the Utah Southern Railroad, running south from Salt Lake City to Juab, Juab Co., Utah, and the Utah Southern Extension, running from Juab southwest to Frisco, Beaver Co., Utah. In 1889 the Utah Central Railroad was amalgamated with the Oregon Short Line and Utah Northern railroads, which later became the Oregon Short Line Railroad.





The first train to arrive in Charleston from Provo on September 6, 1899 at 2 p.m.

to Wasatch County. Nearly all the residents of Charleston were on hand at the depot to welcome the new iron horse. For many years afterward the people in Charleston enjoyed the convenience of two trains a day between Heber and Provo.

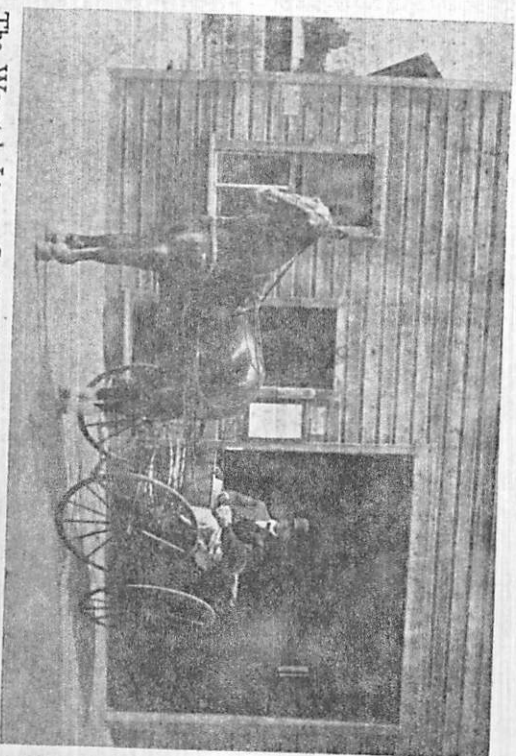
The advent of Deer Creek Reservoir and faster means of transportation began to spell the decline of Charleston in the late 1930's. Farm lands were covered with water and many residents moved away. Some who had to leave with their families and give up farms and homes in the wake of the new reservoir were John W. Allen, Thomas Allen, H. F. Watson, John L. Atwood, Heber J. Simmons, William Daybell, George B. Wright, William Boren, George Edward, Perry D. North, Roe Carlile and A. F. Latta.

With many of the residents moving away, the last remaining business in the town, the North Mercantile Co., was forced to close its doors. The Post Office was also discontinued, and patrons placed on rural route service from Heber. This necessitated the retirement of Postmaster Loraine S. Wright, who had served for 28 years. About 1958 the Post Office building was purchased by the Sons of the Pioneers and was moved to Pioneer Village in Salt Lake City, Utah.

Those who have served as Postmasters in Charleston are: Nymphus C. Murdock, Sarah A. Wagstaff, Nellie North, Nellie Webster, Ruby Madsen and Loraine S. Wright.

With all the changes that have occurred in Charleston, The Church of Jesus Christ of Latter-day Saints continues as the mainstay in the lives of those who remain.

## HOW BEAUTIFUL UPON THE MOUNTAINS



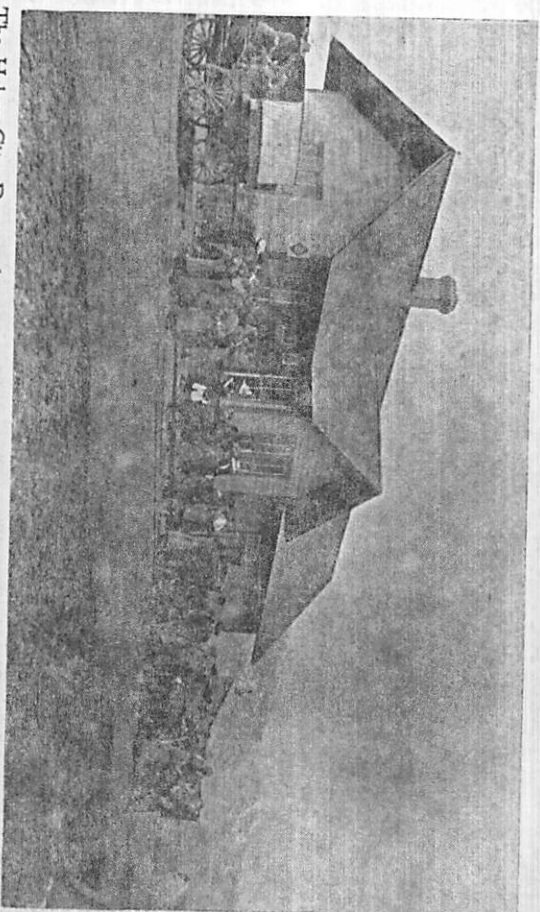
The Wasatch Livery Stable about 1900. Shown here in front of the stable in his buggy is Frank Carille.

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The one event that could be singled out as having the most profound effect on Heber business took place in 1862 when an individual named Ben Holliday agreed with the U. S. government to carry mail by stage coach from St. Joseph, Missouri to Sacramento, California. Salt Lake City became a hub in this operation, and branch lines were soon extended to towns and mining camps in southern Utah, Idaho, Nevada and Montana. It was necessary that the stage line change horses every ten or twelve miles, and so stations were set up to keep supplies of hay and grain on hand.

In 1863, John Witt of Heber was given a contract to supply oats to the stations as far east as Green River. With this contract, Mr. Witt was able to bring considerable amounts of money into the valley, and the old system of exchanging goods and bartering began to wane. With

## ... AND THE BARREN PLACE IS A FRUITFUL FIELD



The Heber City Depot, shown here in this photo, was a focal point of the community and the valley after the railroad came in 1899.

The first major livery stable in Heber was built in 1892 by two brothers, A. M. and J. S. Murdock. They had good horses and buggies for hire, and in addition, operated a stage line between Heber and Park City. The stage left at 8 a.m. and returned from Park City at 3 p.m. The road they established went over the hill west of the Morris and Davis ranches and through Deer Valley. Elisha J. Duke was a stage operator and mail carrier at the time and served for many years.

Later the Murdock brothers sold to John H. Luke and A. C. Hatch who subsequently sold their interests to Laban Hyllton who brought the first automobiles for sale into Heber and changed the business to Pikes Peak Garage. Later, Joseph Hyllton entered the business with his brother. By this time livery stables were a thing of the past since horses and carriages had given way quite rapidly to automobiles. Many youngsters in Heber had their first automobile ride in the early 1900's when Andrew Anderson left Heber to enter business in Provo. He purchased an automobile and when he brought the car to Heber he charged 25 cents for a ride to the river and back.

Service stations and garages that have been established in Heber...





The Wasatch Livery Stable about 1900. Shown here in front of the stable in his buggy is Frank Carlile.

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### TRANSPORTATION

Transportation has been important to the economy of Heber and this segment of industry progressed from the horse and buggy to the railroad, automobiles and trucks and airplanes.

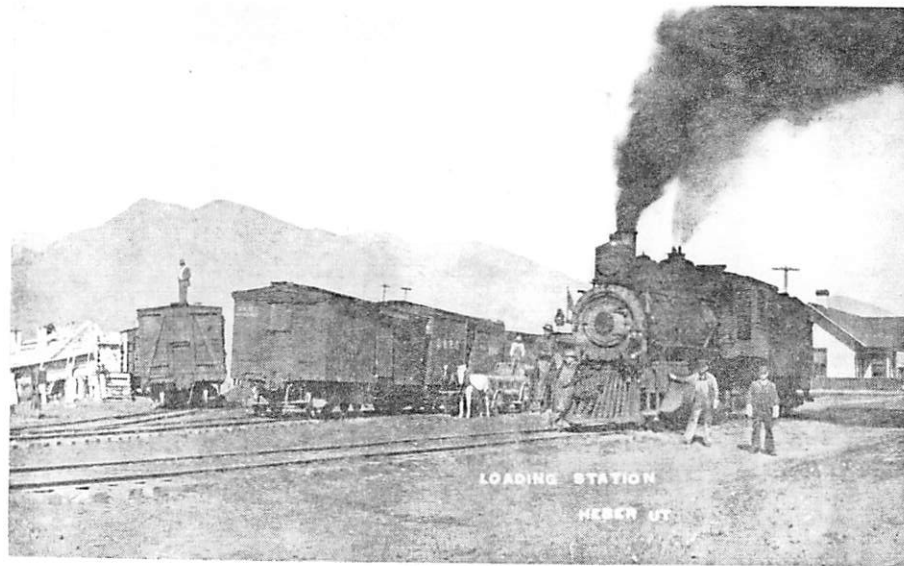


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Shown here is the loading station adjacent to the depot.

Railroad travel became a reality in Heber on September 29, 1899 when the Denver and Rio Grande Western Railroad opened a line from Provo through to the Wasatch area.

The line had long been awaited by Heber residents because it would enable them to ship their livestock and farm commodities to outside markets. The feeling of the day was described in an article in the "Wasatch Wave" which stated:

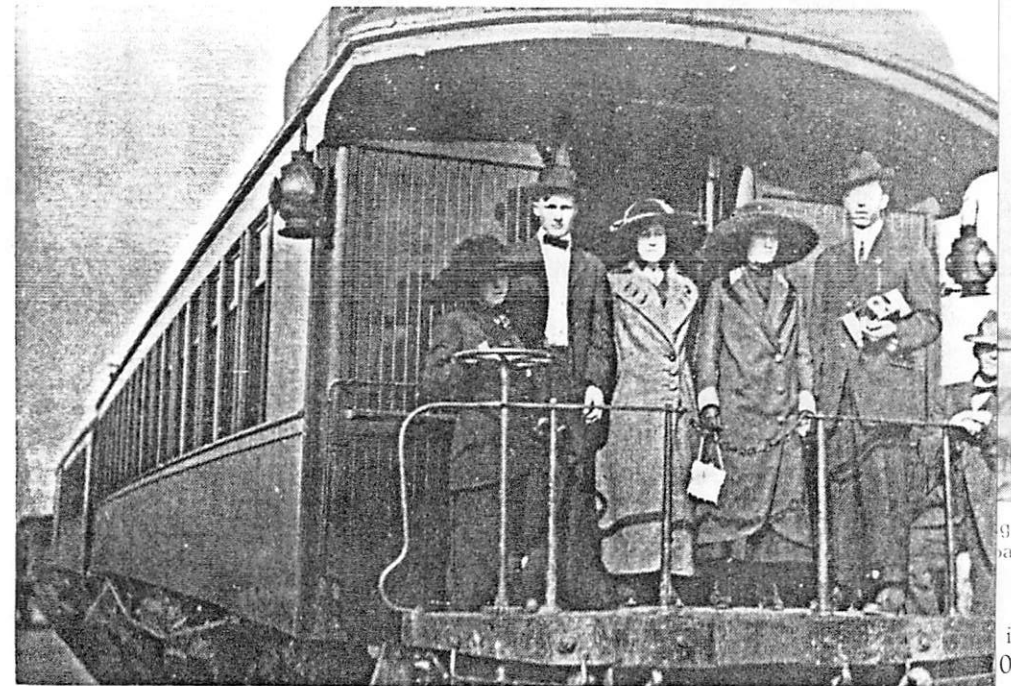
RAILROAD COMPLETED FRIDAY, SEPTEMBER 29, 1899  
Heber Now in Touch with Outside World

E. W. Sullivan appointed station agent at Heber—Schedule very satisfactory—Two trains arrive in and leave Heber each day.

"The Provo Canyon branch of the Rio Grande Western Railroad which connects Heber City with Provo is now completed and ready for business. The length of the road is 25.8 miles. There are seven stations on the line between Provo and Heber. Their names and their distances from Provo are as follows: Smoot, one mile; Crahurst, six miles; Nunns, nine miles; Falls, ten miles; Forks, twelve miles; Wallsburg, eighteen miles; Charleston, twenty-one miles. None of these stations will have an agent. E. W. Sullivan has been appointed agent at Heber. He comes well recommended, having been in the employ of the company for a number of years.

"Elsewhere in this issue will be found the time table showing the arrival and departure of trains. This schedule is very satisfactory indeed. The trains connect at Provo with the fast-continental trains both east and

... AND THE BARREN PLACE IS A FRUITFUL FIELD



Pictured on this train leaving the Heber Depot are Laura Clyde, H. Clay the Nora Clyde, Elthoria Hicken, Storm McDonald and one unidentified man. On travel was a real boon to valley residents.

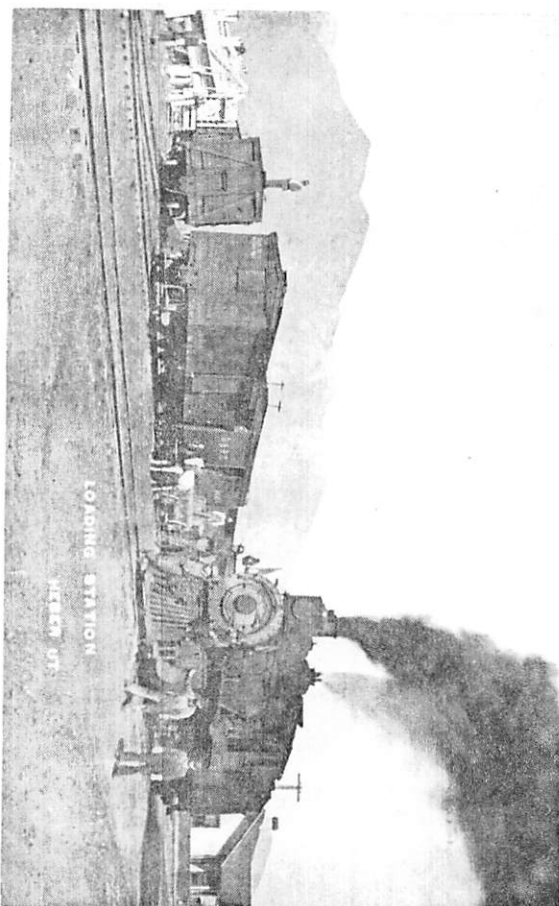
Heber at 11:10 A.M. spend 2 1/2 hours in Heber and leave at 1:15 P.M. arriving in Salt Lake at 5:35 in the evening."

The community leaders were sufficiently moved by the significance of the occasion that they planned a special railroad holiday on Friday, October 6, 1899 and invited people from all over the state to attend.

The railroad company set up a special train of seven cars which arrived in Heber at 3 p.m., carrying many state dignitaries, including Governor J. T. Hammond, Provo City officials and some 400 persons.

Residents of Heber and Wasatch County along with the Heber Brass Band met the train and its passengers at the depot and proceeded to the court house yard where a special platform had been erected.

Here a special program began with an address of welcome by Abram Hatch, stake president. Mayor Jones of Provo made a brief response and each of the state officials present spoke for a few minutes. These included Gov. Hammond, James Chipman, state treasurer; Morgan Richards, Jr., state auditor; J. J. Thomas, secretary of the state board of equalization and U. S. Senator Reed Smoot. Numerous railroad officials and officers



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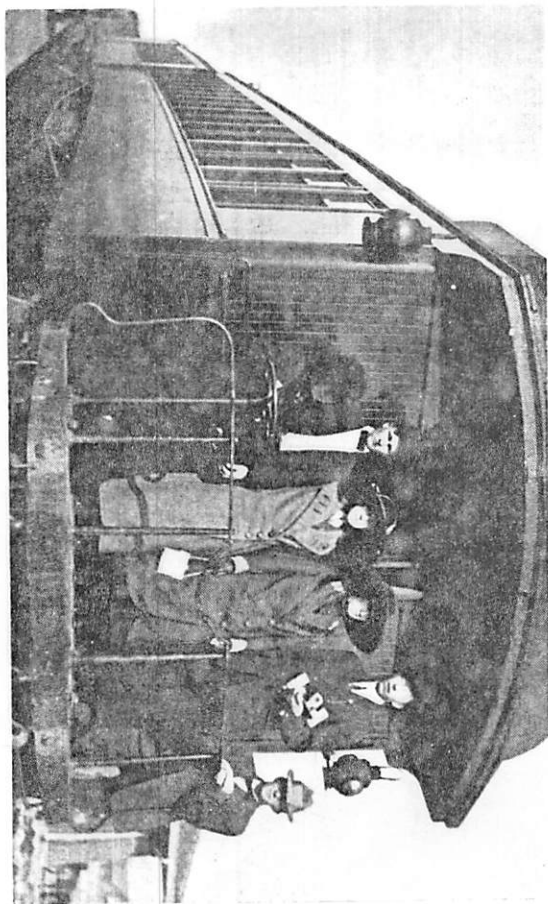
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west without any of those long, tiresome waits. If you have business in Salt Lake you can take the 6:40 A.M. train—arrive in the City 10:00 o'clock; returning you can leave Salt Lake at 5 o'clock P.M. and reach Heber at 8:05. This gives you seven hours in the metropolis, and the whole of the business day in the city which is from 10 o'clock to 5. On the other hand our Salt Lake friends can leave there at 8 A.M., reach Heber at 11:10 A.M., spend  $3\frac{1}{2}$  hours in Heber and leave at 2:20, arriving in Salt Lake at 5:35 in the evening.

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of Provo City were also honored. Music was furnished by quartets from Heber and Provo and by the Heber Brass Band.

After the program the large crowd adjourned to Heber Social (old hall) Hall where they were served free food between 4 and 7 p.m. A dance in Turner's Hall during the evening concluded the festivities. The special train left Heber shortly after 10 p.m. and arrived in Provo at 12:30 a.m.

Of the day's activities, the "Wave" commented:

"All seemed to enjoy themselves during the afternoon and evening, and we believe the visitors went home feeling that they had been well treated by the people of Heber and having a somewhat warmer feeling toward us than they formerly had."

The coming of the railroad gave rise to a number of related businesses, including "hack" service. Frank Carlile of the Heber Livery Stable was one of the most reliable drivers of the time. He met all the trains leaving town or arriving. Often his hack was so loaded with townspeople, traveling salesmen or other travelers that two or three had to stand on the step at the rear of the buggy. His reputation was for reliability, and people knew they could always catch their train if they rode with Frank Carlile.

Station agents that have followed Mr. Sullivan include A. A. Tyree, assisted by Nate C. Coleman; a Mr. Harmon; Joseph Ely who served some 20 years, and the present agent, Roger Felt, who has been at the station some 19 years.

Advancements in truck transportation and the convenience of automobile travel has cut deeply into the railroad's business, so that the train makes only one run into the valley each week at present.



Lt. Russell Maughan flew the first airplane into Heber in 1921. Schools were closed and people gathered to look at their first flying machine. Shown here is some of the crowd that gathered around the old DeHaviland plane.

### FLYING

The first airplane to land in Wasatch County came in 1921 when Lt. Russell L. Maughan flew an Army DeHaviland plane into Heber to pay a call on his mother-in-law, Mrs. David Fisher.

Lt. Maughan later won international fame when, on June 21, 1925, he left Mitchell Field in New York at dawn and flew non-stop to San Francisco by dusk.

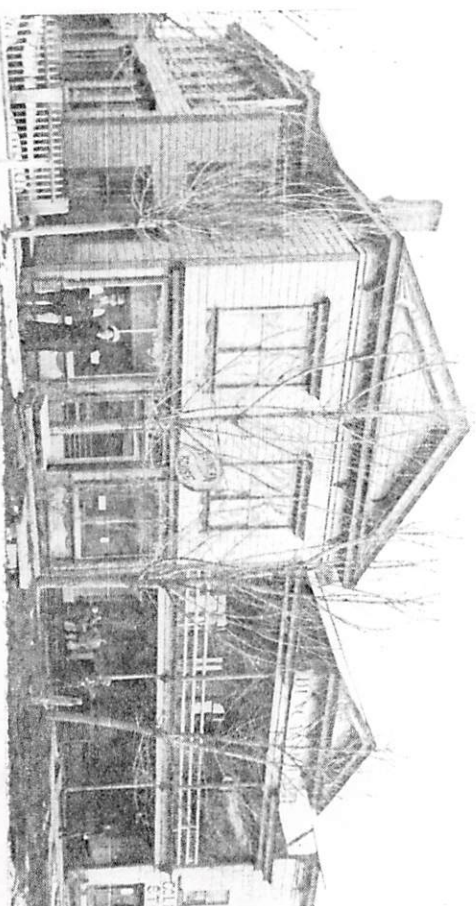
When he came to Heber he landed on the James W. Clyde farm at Sixth South and Main. It was the first time many of the residents had seen an airplane. Schools were dismissed the following day so that students could witness the "take-off."

In later years a modern up-to-date airport was built south of Heber for private as well as emergency aircraft use.

### HOTELS AND MOTELS

Travel in and out of Heber by whatever means brought the need for hotel service and several fine hotels were established. U. S. Highway 40 through the city has brought many tourists to the area in recent years and the hotel and motel business has been consistently good.

The first hotel in Heber known as the McMullin House was built by Mr. and Mrs. Henry McMullin Sr. on the west side of Main Street at the corner of First North. Initially they had their own sleeping quarters, a kitchen and two rooms upstairs for rent. Shortly thereafter about 1875, they built a brick building on the same location that had seven rooms for



The Duncan House, popular Heber hotel, is shown here in this 1918 photograph.